

THE ILLUSTRATED WAR NEWS,  
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EACH NUMBER COMPLETE IN ITSELF.

PART 45

# THE ILLUSTRATED WAR NEWS



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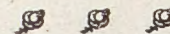
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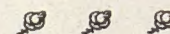
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# The Illustrated War News.



FRENCH ARTILLERY IN GALLIPOLI: THE FIRST BATTERY OF 155-MM GUNS IN ACTION ON THE HEIGHTS OF SEDD-UL BAHR.

*Photo. Alfieri.*



## THE GREAT WAR.

THIS week the men who know someone who has a brother in the War Office have been telling the less fortunately informed that the Dardanelles have fallen and that the Allies are already sight-seeing on the Golden Horn. They tell this indubitable fact with the same intense insistence with which they told us about the Russians who came through England to fight on the Continent; and the tale, though it lacks some of the imaginative detail conspicuous in the first, has about the same quality of veracity as the Russian romance. The rumour is, of course, unfounded. The Allies are doing their best in Gallipoli, but they are not through yet.

The story, no doubt, had its origin in Mr. Winston Churchill's optimistic utterance; it also, strangely enough, gained some strength from the fall in the price of wheat; and, no doubt, it obtained an impulse from the official report of the fighting done and an advance made in Gallipoli. This engagement seems to have been a brilliant affair, which gained, in practical fact, an advance of 500 yards over a front of three miles. Even this advance gives us very little idea of the excellence of the work done. The fighting apparently took place in the Krithia and Achi Baba regions, and was developed in bayonet attacks following a heavy bombardment from ships and shore batteries. On our extreme left the Indian Division, by magnificent assault, won two lines of trenches; but the

Indians were forced to abandon these because the troops on their right were held by undestroyed entanglements. In the left centre the Regular Division captured a redoubt and two lines of works, and ended the day with a 500-yard advance. The Territorials, advancing with a fine rush, broke through three lines of Turkish works—that is, to a depth of 600 yards—but, after holding their gains all day, they were, thanks to exposed flanks, forced back to the second line of trenches. The Naval

Division was the most unfortunate: after taking a redoubt and trenches arranged in three tiers, enfilading fire drove them off, and they had to return to their original line. The French, on the extreme right, made excellent progress also. They retook for the fourth time the deadly redoubt "Le Haricot," and a strong line of trenches on the wing. The Turks countered heavily, and, though they were unable to drive the French right wing back, they were able to recapture the redoubt. During the night Lieut.-General Birdwood attacked the trenches before him, and so successfully that his men obtained a hold. Heavy reinforcements stiffened with grenades enabled the Turks to gain back the forward line, but gave them no further success. The whole affair is a stride of advance in a business which, for the present at least, is bound to seem pedestrian. The country and the conditions are too exacting to fall by rumour; it is as well to be patient.

Fighting along the French front is still in a condition of steady and resolute advance. After much bitter bayonet warfare, the whole of the

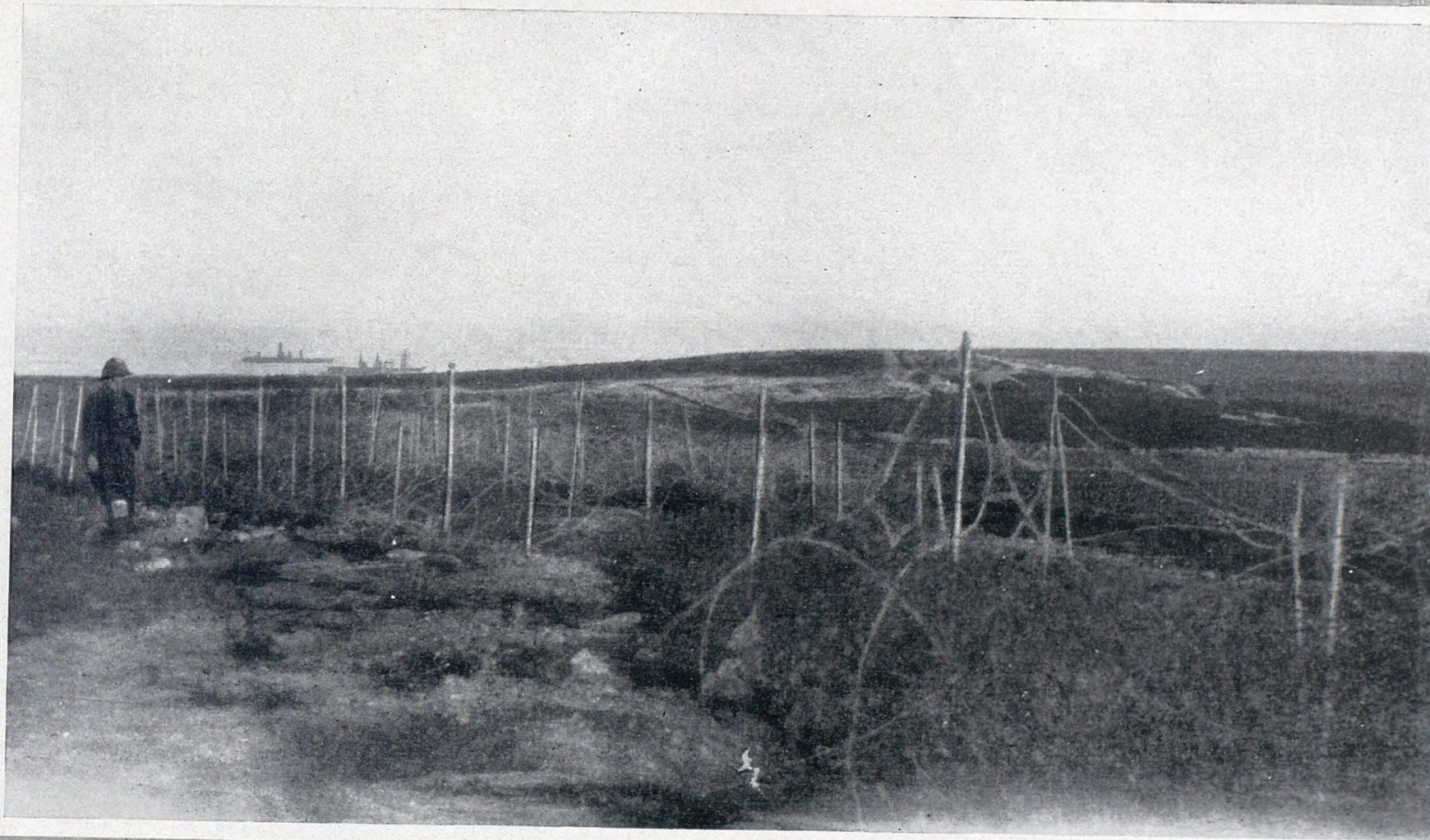
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THE KING OF GREECE'S ILLNESS AND AN IKON SAID TO HAVE BEEN PAINTED BY ST. LUKE: THE ATHENS CROWD STRUGGLING TO KISS THE RELIC ON ITS ARRIVAL.

On May 6, when King Constantine's condition was extremely critical, the sacred ikon of the Blessed Virgin, said to have been painted by St. Luke, was brought from its island shrine at Tinos to Athens, where the Archbishop carried it in a motor-car through the streets. As the ikon (the upper part of which is seen in the photograph) passed, excited crowds, mostly men, struggled round to kiss the relic, the police having extreme difficulty in getting the motor-car through.—[Photograph by Illustrations Bureau.]





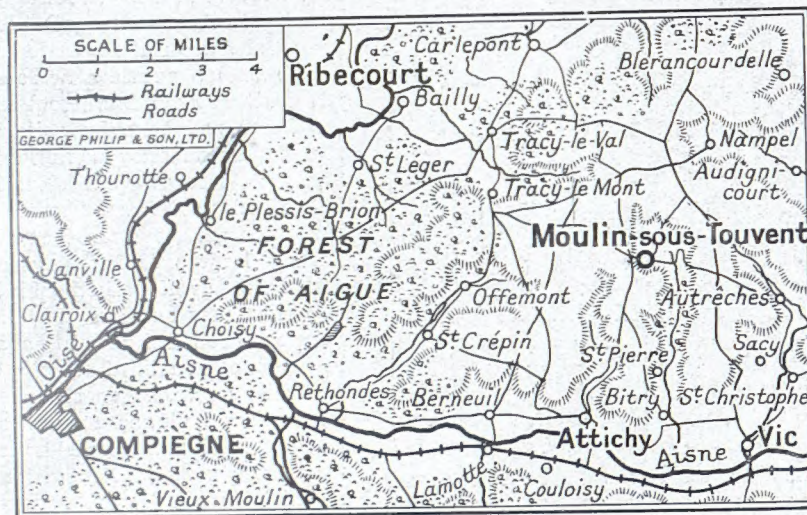
**"A PERFECT MAZE OF TRENCHES AND BARBED WIRE": TURKISH POSITIONS CAPTURED BY THE BRITISH ON HILL 141 AT CAPE HELLES.**

This photograph, taken by a member of the British force in Gallipoli, shows, he writes, "Turkish trenches at Cape Helles soon after they had been taken by the British. Hill 141 with its barbed wire in the foreground. Sea and ships on the left." An official correspondent, describing the famous landing on "V" Beach, between Cape Helles and Sedd-ul Bahr, says: "Behind the remains of the village (*i.e.*,

Sedd-ul Bahr) the ground again rises to a height known as 141, on which the Turks had constructed a perfect maze of trenches and barbed wire, and from which they could dominate the beach at point-blank range. The foreshore and valley leading inland were likewise protected by trenches and wire, and the whole position is, indeed, one of the most formidable which troops have ever attempted to take."



village of Neuville St. Vaast is now in French hands, and the front continues its forward impulse. In the "Labyrinth" progress continues, and at Souchez and all other points of the Arras-Lens region furious counter-attacks driven forward by the Germans have been repulsed with terrible slaughter. The French, however, have not been content with the splendid work they have done here. They have broken out and made their gains at two other definite spots in the battle line. To the north of the Aisne, east of Tracy-le-Mont and on the heights adjoining the Moulin-sous-Touvent—that is, in the angle of the Aisne and Oise—two lines of trenches on a front of half-a-mile were captured early in the week. This captured ground was subjected to heavy and violent attempts at recapture during the following days. The Germans, however, only succeeded in losing a terrible number of men in slain and wounded and prisoners, as well as many guns. The advance of the French at Hébuterne, south of Arras, has been even more emphatic. Carrying by assault two lines of trenches and the farm of Tous Vents, the French quickly extended



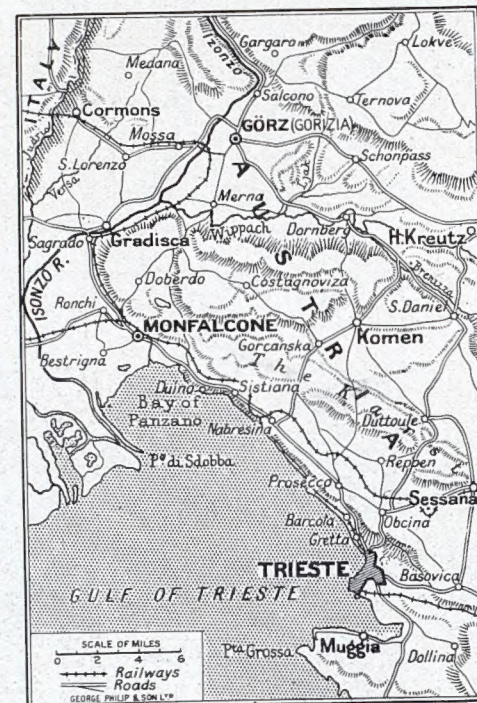
WHERE THE FRENCH HAVE DRIVEN IN THE GERMAN DEFENSIVE LINES ON A FRONT OF 7½ MILES, TAKING IMMENSE WAR-BOOTY: THE TRENCH-INTERSECTED PLATEAU OF THE FOREST OF AIGUE BETWEEN RIBECOURT, TOUVENT, AND THE AISNE.

their gains, until over a front of 2200 yards they had penetrated to the depth of five-eighths of a mile. In the fierce fighting, apart from the severe German losses, a great number of prisoners were taken and many

guns were captured. Here, as elsewhere, the Germans countered with their inveterate inability to make good. Our own share of the battling has been relegated to combats about the château at Hooze and some incidents of mine-warfare.

The situation in Galicia has obtained a striking measure of relief through the Russian victory on the Dniester. The victory is impressive because, in driving the Austro-German forces back across the river at Zurawno, our Allies have met and turned back the main and most dangerous thrust towards Lemberg. The enemy army of General von Linsingen had crossed the river here on June 6, and was advancing with such power that preparations for the evacuation of Lemberg (should the Russians be unable to resist) were already in hand. On Thursday the Russian forces were able to engage the Austro-Germans with such good purpose that, in addition to flinging them back across the Dniester with great loss, they were able to capture 6500 prisoners and a number of guns. The gain is extremely gratifying and useful, for the enemy's threat was full of menace; they had, for instance, not merely advanced in strength until they were within forty miles of Lemberg, but they were astride the Lemberg-Stanislav railway which served the Russian communications. The victory also gives every indication that the Russian force has now fully measured the situation, and has ample men and means to meet its foes. At the time the Dniester fight was going on, the Germans were also endeavouring to force an opening on the Wisznia River near Mosciska. Every effort of poison, bombardment,

(Continued overleaf.)



WHERE THE ITALIANS HAVE ACHIEVED THEIR FIRST NOTABLE SUCCESS ON THE ROAD TO TRIESTE: MONFALCONE, AN IMPORTANT AUSTRIAN NAVY SHIP-BUILDING DOCKYARD.





PRACTISING THE MOVEMENTS THEY EXECUTED SO WELL IN THE

As mentioned elsewhere, the French troops that have fought so bravely in Gallipoli include many African regiments. "On the right," says an official correspondent, describing the opening of the battle near Krithia, "the French stood, with the blue-coated Senegalese in their front line. . . . At 11.30 a.m. the Senegalese crept from their trenches and swept forward in open order up the right arm of the mountain.

ADVANCE ON ACHI BABA: SENEGALESE DRILLING IN MORTO BAY.

For some time they made steady progress, their artillery covering the advance. . . . When the infantry topped the slope . . . the advance was held up." Later, we read: "A counter-attack by Senegalese retrieved the position." Some of these African warriors, with a French officer, are seen at practice manoeuvres in Morto Bay, on the Dardanelles shore.—[Photo. by a Member of the Forces in Gallipoli.]



and attack was employed lavishly, but the failure was complete and the assaulting forces were thrown back with severity. At other points on the San and on the Vistula attempts at attack were muffled, and the advance which has continued irresistibly for many weeks has at last been resisted. It is not at all unlikely that, in addition to their new strength of reinforcements, the Russian line is now facing an enemy whose impulse of advance has run down. The news, in any case, is the best we have had from the east for many weeks.

The Italian advance is going forward well on all points, and there are indications that the main bodies of our new Ally's troops are up, and that these are getting into touch with the Austrians. The movement in the Caporetto district of the Friuli front has come into contact with strong defences held in force, and for the time the Italian advance has eased off, so that, beyond holding Monte Nero, they report nothing further here. Along the flooded Isonzo, however, the river has been forced at several points, bridge-heads have been installed, and the work in this zone of war has been crowned by the brilliant capture of Monfalcone, a town which is a centre of supply for the Austrian forces, and is, moreover, not more than twenty miles removed from Trieste. This is the first deliberate move of a plan which probably aims at securing the Adriatic coast-line, and, incidentally, cutting off Austria from the sea. Along the Tyrol and Trentino lines the Italians have worked systematically, securing the passes, thus providing a route for their main attacking columns when the time for advance is decided. The fighting along the Alpine frontiers does not bulk so largely to the eye as the Isonzo

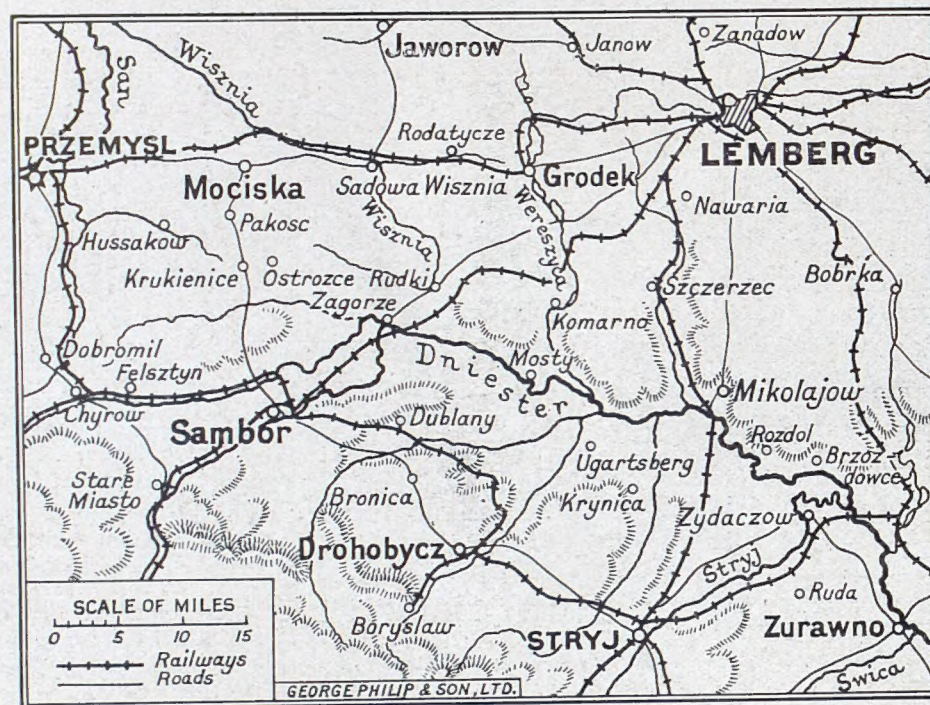
fighting; but it will not be at all surprising if the line of action here should develop an all-important meaning, and possibly dwarf the advance in Friuli. An Italian attack, say, against Trentino would have very great effect both from the Italian point of view and from the point of view of the Allies, for such an advance would bring them near the German border and would have a distracting influence on the policy of our chief enemy.

Up to the present moment the Austrian effort in this new theatre has been characterised by passivity, and the Italian by steady yet capable initiative. The omen is a good one.

Quite the most striking event for this and many weeks is the action which won the Victoria Cross for Flight Sub-Lieutenant R. A. J. Warneford, R.N. Lieutenant Warneford, who is only twenty-three years of age, and who has very little more than three months' flying to his credit, upset the calculations of many experts by attacking a Zeppelin and bringing about its complete destruction. The attack was daring, plucky, and extremely skilful. Lieutenant Warneford, flying single-handed in a Morane monoplane, sighted a Zeppelin 6000 feet up between Ghent and Brussels. He immediately rose above her and attacked with bombs. The sixth bomb took effect and caused an explosion which sent the dirigible trailing earthward in flames. The explosion did more than this: it

flung the plucky aviator and his machine upside down and emptied his tank of petrol. With skill as well as with courage, the pilot looped the loop and gained control of his machine, only to find that, with petrol gone, he was unable to work it. His resource was equal to his daring, for he came down in enemy country, filled up, and was able to get clear before the Germans

[Continued overleaf.]



WHERE THE RUSSIANS RALLIED AND COUNTER-ATTACKED, DEFEATING AN AUSTRO-GERMAN ADVANCED FORCE, WITH THE LOSS OF 6500 MEN, 17 GUNS, AND 49 MACHINE-GUNS: THE DNIESTER VALLEY AND APPROACH TO LEMBERG.





PHOTOGRAPHED AT GREAT RISK UNDER TURKISH RIFLE-FIRE: A FRENCH RESERVE TRENCH DURING THE GREAT ADVANCE ON ACHI BABA.

The description of this photograph, sent by a member of the British forces in Gallipoli, runs as follows: "In the French reserve trench during the fierce fight of May 6 in the advance on Achi Baba—the hill in front—battlefield marked with smoke where our shells are bursting—taken at great risk under rifle-fire from Turks—enlargement should show fighting in front." An official War Office account of the

great battle on May 6-8, during the Allied advance towards Krithia and the heights of Achi Baba, stated: "The fighting which took place on these three days was severe. . . . The French forces throughout these operations fought with magnificent courage and dash and suffered heavy loss." The French captured an important position, and on May 8 they attacked the Turkish trenches with the bayonet.



could do him harm. His splendid act thrilled the country, and when his Majesty conferred the V.C. upon him by wire it was felt that the most fitting reward had been given with a most fitting promptness. But Lieutenant Warneford's act represents more than personal courage. It demonstrates the fact that, given courage and ability—attributes common to our pilots in a very pronounced degree—the Zeppelin, in spite of theory, can be brought down by bombing. Up to this time the prevailing idea

was that, to smash one of these lumbering dirigibles, a pilot must sacrifice his life, turn himself and his machine into a projectile and ram the frail fabric of pegamoid and aluminium: bombs were useless against the seventeen and more separate gas compartments; also, it was a hundred to one chance against getting in a hit with a bomb.

Lieutenant Warneford has brought the matter to a practicable equation by reducing the chances of hitting to one in six, at least. He saved his life mainly by his skill, it is true, but he pointed the way to a course of action that might be even less hazardous if equally certain. His act, coupled with the report that the raider of Ramsgate was hit and damaged astern by bombs, proves that such tactics have many

chances of success. Zeppelin raiders should have a most trying time when, in future, they set out to reduce London by fire. While Lieutenant Warneford was performing his feat, Flight-Lieutenants J. P. Wilson and J. S. Mills flew over the airship shed in Brussels and bombed it. Whether a dirigible was inside cannot, of course, be known, for in these details the Germans display a becoming reticence, but the shed was left in a blaze with strong gusts of flame breaking from it on either side. Reports from neutral countries say that there was a Parseval in the shed, and that she was completely destroyed.

In naval matters very little has been communicated. In the last few days another German submarine (number not given) has been sunk, though six officers and twenty-one men have been rescued and are now prisoners. On the other hand, a German submarine succeeded in torpedoing two British torpedo-boats off the East Coast. These were small



AS USED BY THE FRENCH AGAINST GERMAN POISON GAS: THE "MASQUE ROBERT," IN INDIA-RUBBER.

In a letter to the "Morning Post," Mr. Lewis C. Fox says, urging that "on the scale on which the Germans will conduct gas-attacks in the future, it will be impossible to get air in from outside the gas-zone," that respirators will be useless. He continues: "It would be the simplest thing in the world to instal a few compressed-air cylinders in the forward trenches (in all the other trenches respirators could be used), and have supply pipes leading to breathing-masks for the men to rush to during a gas-attack. The cylinders are not half as expensive as shells, and one every four yards ought to be ample."—[Ph.to. by Beyer.]

coast-defence craft of 215 tons, known as Nos. 10 and 12, or as the *Greenfly* and *Mayfly*; forty-one survivors have been landed, out of a possible total of sixty or seventy. The boats are the first of their type to fall victims to Germany's underwater flotilla.

LONDON: JUNE 14, 1915. W. DOUGLAS NEWTON.



CLAIMED TO BE BETTER THAN THE SERVICE RESPIRATOR AGAINST POISON GAS: THE "MASQUE VANQUIOT"; FRONT VIEW SHOWING AIR-TUBE.

Photograph by Boyer.



CLAIMED TO BE BETTER THAN THE SERVICE RESPIRATOR AGAINST POISON GAS: THE "MASQUE VANQUIOT"; PROFILE VIEW OF AIR-RESERVOIR.

Photograph by Boyer.





# SIGNS OF FRENCH PROGRESS: A DANGER ZONE; IN A DEADLY

The first photograph shows a place of tragic interest at La Boisselle. Some French soldiers are engaged in getting water at a very dangerous spot near the German lines. Every two or three days, it is said, most of the men forming one of these parties are killed there. A screen has been erected to protect them from the enemy's fire. The other three photographs have reached us from a correspondent at

# CAPTURED TRENCH; AND GERMAN PRISONERS AT MARSEILLES.

Marseilles, who has a brotner in the French Army at the front in the Bois d'Ailly and at Bernecourt and Flirey. No. 2 shows some French soldiers in a captured German trench on the railway at Flirey. Nos. 3 and 4 show German prisoners employed in work on the quays at Marseilles. In the background are some German sub-officers employed to transmit orders to their men, and one of their ambulances.





A 155-MM. GUN BEING TOWED ASHORE ON A LIGHTER AT SEDD-UL BAHR: LANDING ARTILLERY ON THE GALLIPOLI PENINSULA.

In Gallipoli, as in Flanders, artillery has proved to be of vital importance, for the strongly constructed Turkish defences have to be captured (in the words of a War Office report) "by slow, methodical methods of trench warfare," and the breaking-down of the enemy's wire entanglements is an essential preliminary to an infantry advance. For example, the general attack of June 4 was (to quote an official statement

issued at Cairo) "preceded by a heavy bombardment by all guns and assisted by battle-ships, cruisers, and destroyers. At a given signal the troops rushed forward with the bayonet, and were immediately successful all along the line, except in one spot where heavy wire entanglement had not been destroyed by bombardment." The photograph is of particular interest as showing a method of landing heavy guns.





WHERE THE FRENCH ARE FIGHTING IN GALLIPOLI: THE COUNTRY BETWEEN KRITHIA AND THE DARDANELLES, ON THE ALLIED RIGHT.

In the Gallipoli campaign the French occupy the right of the Allied line, which rests on the Dardanelles shore of the peninsula. A glimpse of the straits is seen in our photograph. An official statement, issued in Cairo, describing the general attack of June 4, said: "The French Second Division advanced with great gallantry and *elan*, and retook for the fourth time that deadly redoubt they call 'Le Haricot,'

but, unfortunately, the Turks developed heavy counter-attacks through prepared communication-trenches, and under cover of accurate shell-fire were able to recapture it. On the French extreme right the French captured a strong line of trenches, which, though heavily counter-attacked twice during the night, they still occupy." In the left background shells and shrapnel are seen bursting before Krithia.





THE WORLD-WIDE WAR: SOUTH AFRICAN HORSEMEN; AND THE TWO TORPEDO-BOATS LOST OFF THE EAST COAST OF BRITAIN.

Illustration No. 1 shows Lord Buxton, Governor-General of South Africa, inspecting the Imperial Light Horse belonging to General Botha's army which captured Windhoek, the German colonial capital. Lord Buxton has been indefatigable in inspecting units of the victorious burgher forces. Illustrations Nos. 2 and 3 show Torpedo-Boats Nos. 10 and 12, sunk by an enemy submarine off the East Coast early on

June 10. Forty-one petty officers and men were reported as rescued; twenty-nine, including the officers, being missing at time of writing. Both boats were built between 1906 and 1909, as "coastal destroyers," but owing to their small size, 215 and 225 tons, were later, with the entire class of which they formed part, re-rated as ordinary torpedo-boats.—[Photos. by Newspaper Illustrations and Topical.]





**AMBULANCE WORK IN GALLIPOLI: STRETCHER-BEARERS WITH A WOUNDED MAN.**

Describing the Australian landing in Gallipoli, an official correspondent wrote: "A serious problem was getting the wounded from the shore, where it was impossible to keep them. All those who were unable to hobble to the beach had to be carried down from the hills on stretchers, then hastily dressed, and carried to the boats. The boat and beach parties never stopped working throughout the entire day and



**AMBULANCE WORK IN GALLIPOLI: APPLYING FIRST-AID DRESSINGS TO WOUNDED MEN.**

night." Similarly, after the British landings: "Work never stops. Even when the day's work is over and the last lighter has discharged her cargo, the wounded are walking or being carried down to the beaches, where they are embarked on the empty barges and despatched . . . to the hospital-ships, and transports." In the left-hand photograph the line above the stretcher-party is a Turkish trench.





**THE LIE PICTORIAL: ONE OF THE BRITISH LANDING-PARTIES ON THE GALLIPOLI PENINSULA WITH HANDS UP, SURRENDERING TO THE TURKS!**

This illustration, reproduced from a German paper, is another of the fancy pictures of things that never happened provided by the German Press to keep up the people's spirits. It is on a par, in regard to veracity, with the pictures we reproduced of the torpedoing and sinking of two Dreadnought-cruisers in the naval battle off the Dogger Bank. The drawing purports to be a representation of the surrender

to the Turks of one of the British landing-parties on the Gallipoli Peninsula, driven back to the sea by the enemy and unable to get off in the boats. As both the official despatches and Mr. Ashmead-Bartlett's detailed narratives have explicitly and categorically related, the British made good their footing ashore at every point and drove the enemy inland.





AN ENEMY PICTURE : A TURKISH ARTIST'S DRAWING OF THE TORPEDOING OF THE "GOLIATH" IN THE DARDANELLES.

"A brilliant counter-stroke by the Turkish Fleet" is the title given by the German paper from which we reproduce the drawing to this picture of the torpedoing of the "Goliath" in the Dardanelles on the night of May 13. The Turkish destroyer "Muavenet-i-Millet, a German-built vessel sold to Turkey in 1910, is credited with the exploit, under the command of Captain-Lieut. Firlé, whose portrait, wearing

the Iron Cross awarded him by telegraph, is seen on the right. Admiral von Usedom (portrait on the left) has been the German Commander-in-Chief in the Dardanelles since the wounding of von Sanders. He is a special pet of the Kaiser, and until going to Turkey was Chief Naval A.D.C. at the Court and Imperial Naval Adjutant-General.





FRENCH COMMANDERS AT THE DARDANELLES: GENERALS GOURAUD (RIGHT) AND D'AMADE.

The French Expeditionary Force at the Dardanelles was originally commanded by General d'Amade, who, later, relinquished the post on account of his health. He was succeeded by General Gouraud, known as "the lion of the Argonne" from the fine leadership shown in that part of the front. General Gouraud is forty-seven, and the youngest French officer of his rank.—[Photo. by Alfieri.]



AN AERIAL TORPEDO: FRENCH SOLDIERS ADJUSTING ONE BEFORE FIRING IT.

An official Paris *communiqué* on the French success at Quennevière stated: "Our fire continued during the whole of June 5 . . . and was resumed by violent 'rafales' during the night. The firing was . . . accompanied by rifle-fire and the discharge of aerial torpedoes." We illustrated Russian land-torpedoes in our Issue of April 28, mentioning that the Germans used them.—[Photo. by Illustrations Bureau.]





THE METHODS EMPLOYED IN A GRENADE ATTACK BY THE FRENCH: "RACKET-PETARDS" AND "BRACELET-GRENADES."

The throwing of explosive hand-missiles has become an art with the French, who use special projectiles. "Racket-petards" and "bracelet-grenades," two of the kinds employed, are seen in the illustration, which shows an assault at the moment of the mining of a German trench. In the former the explosive is attached on the broad, flat wooden "racket," the fuse either igniting automatically with the

throw or being lighted with a match. It explodes five seconds later, and the range is about thirty yards. The bracelet-grenade, with a similar fuse, is fastened to a leather thong by a clip which detaches with the throw, and as the grenade starts on its flight automatically fires the fuse. One end of the thong is round the wrist of the thrower, and the grenades are clipped on at the other end one after the other.





OF THE SAME MAKE AS THAT USED BY FLIGHT-SUB-LIEUT. WARNEFORD IN DESTROYING A ZEPPELIN: MORANE MONOPLANES.

The machine used by Flight-Sub-Lieut. Warneford in his wonderful exploit of destroying a Zeppelin near Ghent was, as mentioned in the Admiralty report, a Morane monoplane; and the fact that the pilot was able to right it when turned upside down by the explosion of the airship, certainly speaks volumes for its efficiency. There are several types of Morane-Saulnier monoplanes, including the G.A. two-seater,

the G.B. two-seater, the armoured single-seater, and the "Parasol" two-seater. The first has a 60-h.p. Le Rhone engine, the second and fourth an 80-h.p. Gnome, and the armoured single-seater an 80-h.p. Le Rhone. Our photographs show: (1) Garros landing in a Morane; (2) A Morane starting; (3) A Morane in flight.—[Photos. by Sport and General and Birkett, by Courtesy of the London Aerodrome, Hendon.]





**THE V.C. AIRMAN WHO BOMBED AND DESTROYED A ZEPPELIN; AND THE AIRMEN WHO BOMBED THE EVERE SHED.**

It was said of the brilliant young airman, Flight-Sub-Lieut. R. A. J. Warneford (No. 1) by his instructor, that he was the sort of man who would "either break his neck or do big things." He has done the biggest thing in the air which the war has yet seen, and has had the unique honour of having the Victoria Cross conferred upon him by telegram for his skill and courage in attacking a flying Zeppelin

in Belgium, bringing her down a blazing wreck, and saving himself by looping-the-loop after his machine had been turned upside down by the explosion of the Zeppelin. He was born in Cooch Behar. He completed his training on February 10. Flight-Lieuts. J. P. Wilson, R.N., and J. S. Mills, R.N. (Nos. 2 and 3), dropped bombs on the airship shed at Evere, and set it on fire.—[Photos Nos. 1 and 3 by Birkett.]





FROM A SKETCH BY OUR WAR-ARTIST WITH THE RUSSIAN FORCES IN GALICIA: A BATTERY OF

Recent events in Galicia, especially the recapture of Przemyśl by the Austro-German forces, have once more turned public interest strongly in the direction of that portion of the immense front on which our brave allies the Russians are fighting. In particular, the question of the strength of the Russian artillery and its supply of munitions has been much under discussion, for the enemy's success in this quarter has been

said to have been largely due to a great concentration of artillery fire. It has been pointed out, however, that the loss of Przemyśl was a far less serious blow to the Russians than it was originally to the Austrians, for whereas the Russians captured along with the fortress a huge number of prisoners and a vast quantity of guns and stores, they suffered no such losses themselves when they evacuated the place, which was,



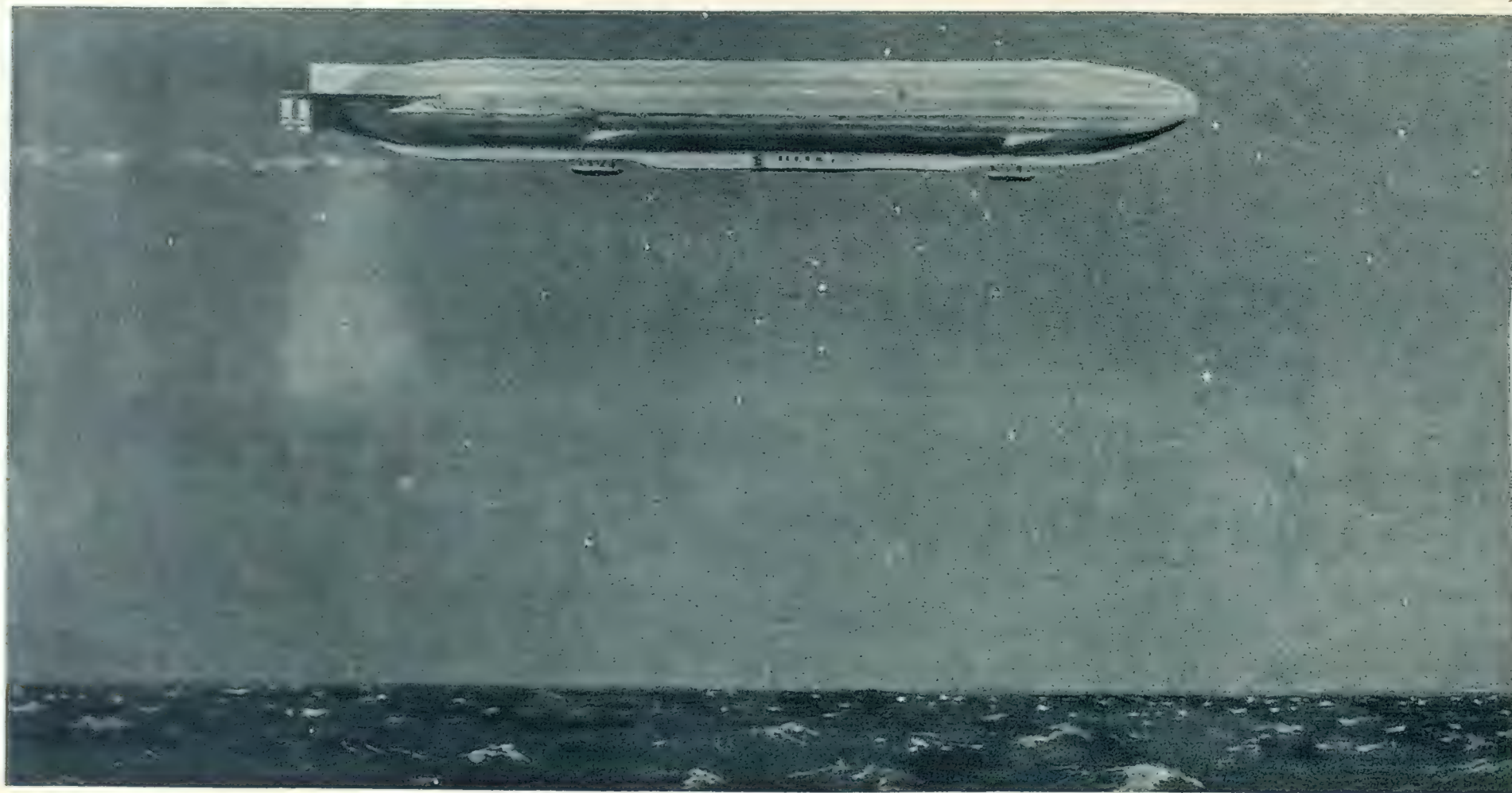


RUSSIAN HEAVY GUNS, WITH "CATERPILLAR" WHEELS, IN ACTION RECENTLY AGAINST THE AUSTRIANS.

moreover, much more difficult to defend owing to the Austrians having blown up all the forts before surrendering. The Russian official account of the evacuation said: "We had for some time been proceeding with the gradual removal from this point of the various material which we had taken from the Austrians. This having been completed, we removed on June 2 the last batteries." On other parts of the line the

Russians continued to achieve solid successes. For example, at a point fifty miles N.-N.W. of Przemyśl, "Our troops" (the account continues) "after a powerful advance, pierced the enemy's lines and captured an important position . . . where we took about 4000 prisoners, guns, and numerous machine-guns."—  
[Painted by A. Forestier from a Sketch by H. C. Seppings-Wright.]



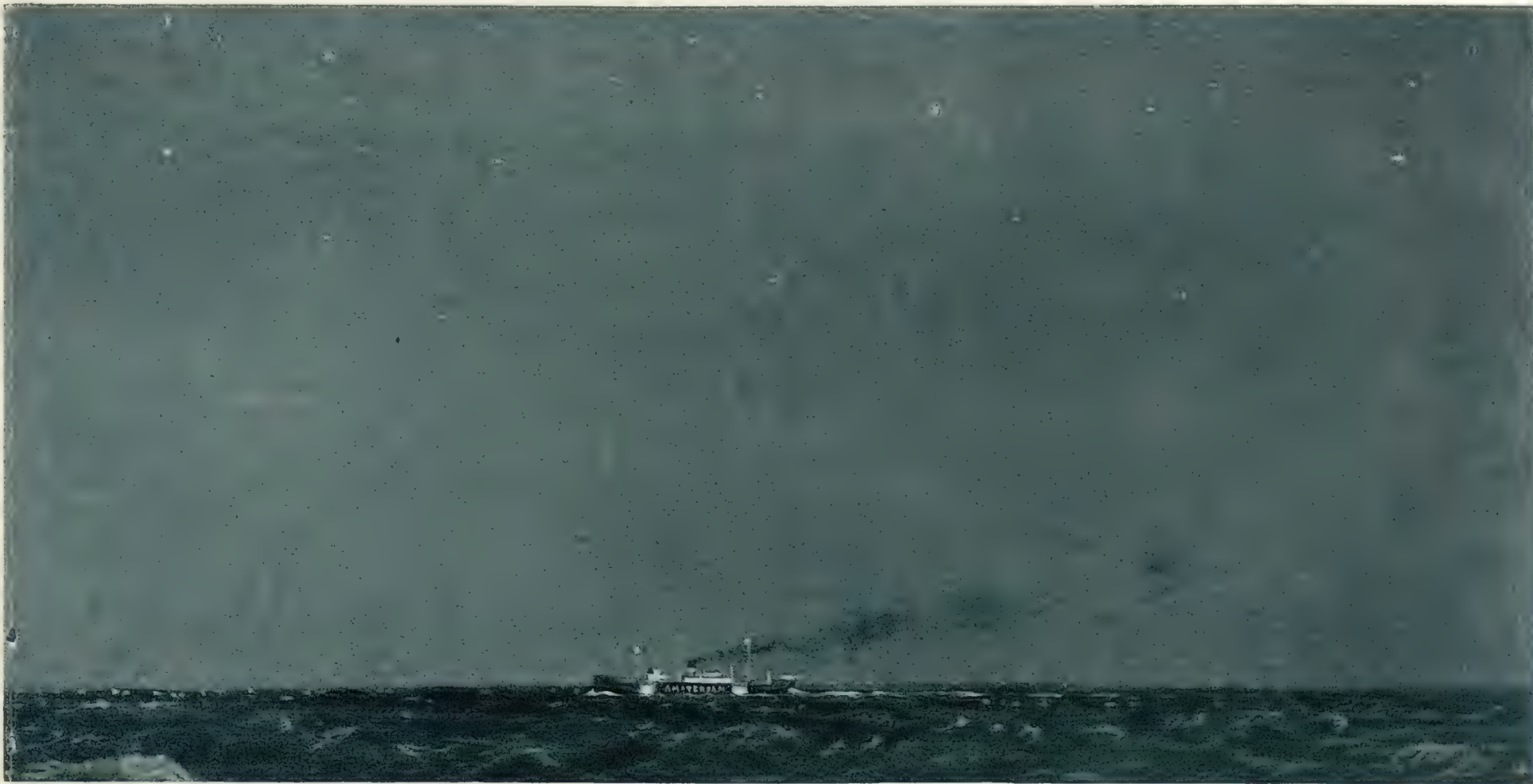


PROVED VULNERABLE TO ATTACK BY BRITISH BOMB-DROPPING AIRMEN: A ZEPPELIN OF THE TYPE EXPLODED AND SENT

With nightfall, the beasts of prey stealthily quit their hidden lairs to seek out and butcher their unsuspecting victims, under cover of the dark, but, of course, they have the excuse of natural hunger in justification. In similar fashion, but intent on cold-blooded crime, the baby-slaughtering Zeppelins haul out in the late afternoon from their hangars across the North Sea to start on their errand of foul and midnight murder

among the sleeping families in their homes in the seaside resorts and hamlets of our Eastern Counties. We see here one of these air-fiends of the dark hours crossing the North Sea with its magazine full of high-explosive and incendiary bombs. In its path a neutral is seen, a Dutch cargo-vessel, bearing, as the moonlight makes visible, its nationality badges and port painted on its sides, as safeguard, as far as may be,





BLAZING TO THE EARTH BY FLIGHT-SUB-LIEUT. R. A. J. WARNEFORD, V.C.—A MOONLIGHT FLIGHT OVER THE NORTH SEA.

against the companion devil-craft with which Germany carries out war against England—submarines. A passer-by over London Bridge, almost any day of the week, may see in the Pool neutrals so marked—Danes with the red cross on white, crimson-and-yellow painted Spaniards, blue-and-yellow badged Swedes, sometimes with colour squares as anti-Zeppelin devices, painted on decks. Zeppelins are over 600 feet long (twice as

long as St. Paul's cross is high, from the pavement), travel at from fifty to sixty miles an hour, and can carry over a ton of bombs when on a cruise to such a distance from their base as our shores—a heavier weight would compel the shortening of the voyage, as an insufficient supply of petrol would have to be carried. They can travel on occasion at 10,000 ft., practically out of sight from the ground.—[From the Painting by C. Pears.]





CRIMSON, SILVER, AND BLUE: A NIGHT BATTLE IN THE D.

"As twilight fell," describes an officer writing from the Dardanelles, "the enemy made a terrific attack on our trenches. In the darkness, the bursting shrapnel, here and there and everywhere, was extraordinary. Away on the hill and ridge at the back we could see the flash of the enemy's guns. Then, almost simultaneously, would come the bang and the burst of the shell. Our artillery replied, and we could see the shell bursting on the Turkish positions. Then we had an exciting time, for the Germans sent over half-a-dozen star-shells which lit

up, the  
we stood  
hill on





BATTLE IN THE DARDANELLES.—FROM THE PAINTING BY CHARLES PEARS.

ere and  
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hich lit

up the land. . . . Behind the hill was the lurid glare of the fire, rifles and machine-guns cracked, the moon in all its fullness gradually rose in a beautifully clear sky, and we—well, we stood in breathless excitement as the players in this extraordinary drama carried on their part in the darkness of the land before us." Heavy enemy guns are firing from the flat-topped hill on the left. The musketry-flashes below are from the Turkish trenches.



## HOW IT WORKS: XXII.—RIFLE-FIRE.

THE rifle is to-day, as it and its earlier equivalent the musket have long been, the infantryman's principal weapon. Although its work, under certain conditions, can be more effectively done by the machine-gun, the weight of the latter and the enormous amount of ammunition it requires prevent it from displacing the older type of firearm.

The independent fire of a skilful marksman, acting as a "sniper," is calculated to cause loss and discomfort in the enemy's trenches, and to discourage his attempts at observation; but the concentrated and organised fire of a body of men is needed—is, indeed, indispensable—for stopping an enemy's charge or in preparing for an advance. Organised rifle-fire is applicable in various ways, the particular method adopted depending on the circumstances of each individual case. An advancing body of men whose front is about equal in length to that of the trench to be attacked is dealt with by "distributed frontal fire" (Fig. 1). Each man in the trench fires at the point in the advancing line which corresponds to his own position in the trench.

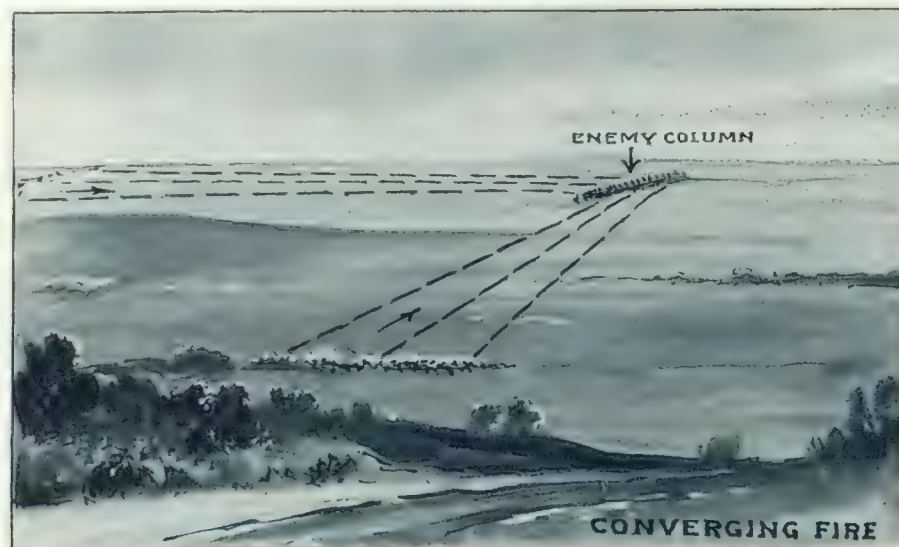
At times it may be necessary for riflemen to dislodge a number of snipers from light cover, or to put out of action a machine-gun. In this case the system known as "concentrated fire" (Fig. 2) is employed, all the men firing at the same spot until their object is effected.

"Oblique fire" (Fig. 3) is used by the men in one portion of a trench in order to keep down the fire from the enemy's trench whilst it is being advanced against by their comrades immediately facing the point attacked.

Then we have another point to be noted. Whilst the fire applications just mentioned are eminently useful in preparing for or checking an assault, they alone, without the subsequent bayonet-charge, cannot be

relied upon for actually enforcing the evacuation of a trench, unless it is possible to place the attacking force in such a position as to "enfilade" (Fig. 4) the trench—or, in other words, to fire down it lengthways from the flank. This, fortunately, can sometimes be done. If circumstances permit of the concealment of a body of men until the enemy's line has passed their position, so as to enable them to fire on the enemy's rear, a very useful moral effect is produced. In such a case the fire, coming from an unexpected quarter, cannot be easily dealt with. Such method is known as "reverse fire" (Fig. 5). Where troops, held in reserve as supports, are

situated on high ground, they may keep up a "covering fire" (Fig. 6) on the enemy's trench over the heads of their comrades in front, whilst these are advancing over the intervening lower ground to the attack. The effect of this covering fire reduces the losses sustained by the advancing men in that it harasses and prevents the enemy from using his rifles and his machine-guns to full advantage. Careful calculation and good judgment as to the correct moment for opening fire are very necessary on the part of the officer responsible. A premature outburst of firing on his part may enable the enemy to locate the position and learn approximately the strength of the opposing force while the range is yet too long to obtain results sufficiently marked to discount the disadvantage. On the other hand, if the fire be withheld too long, the enemy will be at close quarters before his numbers have been reduced to manageable proportions, to an extent that an earlier opening of fire would have made possible. Charging troops should not, as a rule, open fire until they are fairly close to the enemy's trenches. They will require most of their supply of ammunition for the final effort. When the advance is made over a long distance, with the help of cover at intervals, this rule does not apply, as fresh supplies can then be brought up before the final rush takes place.

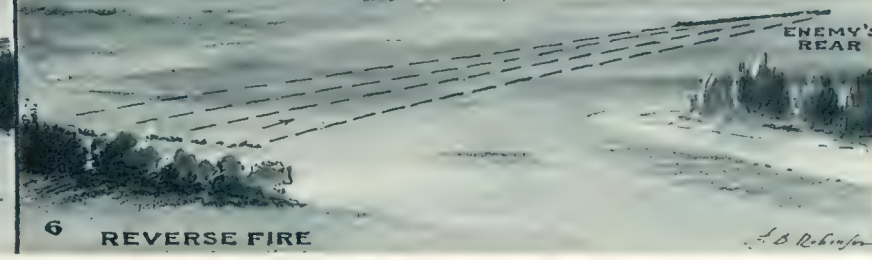
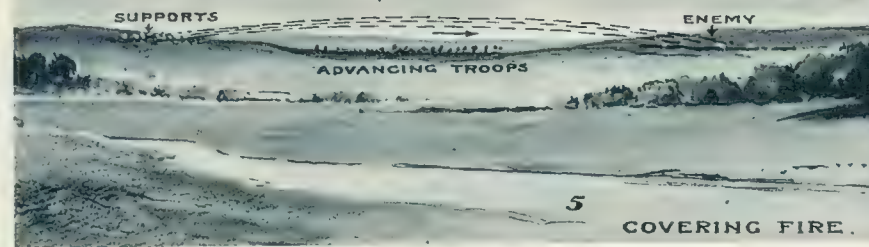


CONVERGING FIRE DIRECTED FROM TWO POINTS: A COLUMN ATTACKED AT LONG RANGE WHILE IN MARCH FORMATION.

Converging fire is a concentration of projectiles aimed from different quarters, fire directed on the target from more than one firing point. In the foregoing illustration, bullets from men drawn up on an extended front converge on the narrower space offered by a column nearly end-on to the firers. The firing is simultaneous, and, according to the angle of aim, may be frontal, oblique, enfilade, etc.

portions, to an extent that an earlier opening of fire would have made possible. Charging troops should not, as a rule, open fire until they are fairly close to the enemy's trenches. They will require most of their supply of ammunition for the final effort. When the advance is made over a long distance, with the help of cover at intervals, this rule does not apply, as fresh supplies can then be brought up before the final rush takes place.





# HOW IT WORKS: THE NORMAL METHODS OF RIFLE-FIRE EMPLOYED IN THE ATTACK AND DEFENCE OF POSITIONS AND IN THE OPEN.

According to the official "Infantry Training Manual," from 1400 to 2000 yards may be taken as the average "long-range" firing distance in action under ordinary circumstances for troops firing at a large, or clearly defined, target such as that offered by an enemy force in mass or column formation. Between 600 and 1400 yards is generally held to be a specially dangerous zone for troops exposed to collective fire.

Within 600 yards individual aiming comes more actively into play with effect. The Lee-Enfield is sighted for every 25 yards from 200 to 2800. The extreme distance to which it can carry is about 3500 yards, or two miles. For ammunition supply each man carries 150 rounds, and the regimental reserve and main ammunition columns within close touch with the battle-front carry 300 more rounds per man.





"BEYOND THOSE FEW MILES OF RIDGE AND SCRUB LIE THE DOWNFALL OF A HOSTILE EMPIRE . . . THE FALL OF A WORLD-FAMOUS CAPITAL":

A portion of the 3rd Australian Brigade, after rushing the heights from the landing-place, established a hold on a narrow ridge of land fronting an enormously strong Turkish position. They advanced some distance inland from this point, but were forced back to their original position by overwhelming masses of Turkish troops. The Turks made great efforts to dislodge the Australians, but the gallant Colonials, although fear-

fully exposed, refused to budge. As the firing-line became depleted, reserves were rushed up to them through a narrow winding gully from the beach. The Turks came on *en masse*, but the ships then took a hand in the action. A long spray of shrapnel checked their onslaught and mowed them down in swathes, while lyddite shells from the "Queen Elizabeth" decimated whole companies. The Turks checked, then broke

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HEROIC AUSTRALIANS REPULSING OVERWHELMING MASSES OF TURKS, ASSISTED BY SHELL-FIRE FROM THE FLEET, AT THE DARDANELLES.

and retired, suffering terribly. In the background are two big naval shells exploding, while the numerous puffs of white smoke indicate bursting shrapnel. In the foreground on the left is an Australian machine-gun. Of the goal towards which the troops in Gallipoli are thus so heroically struggling, Mr. Churchill spoke in his stirring speech at Dundee. "Beyond those few miles of ridge and scrub," he said, "on which our

soldiers, our French comrades, our gallant Australians, and our New Zealand fellow-subjects are now battling lie the downfall of a hostile empire, the destruction of an enemy's fleet and army, the fall of a world-famous capital, and probably the accession of powerful Allies."—[Painted by John de G. Bryan from Material Supplied by an Officer Present at the Action.]



## Little Lives of Great Men.

XXII.—GENERAL SIR JAMES WILLCOCKS.

GENERAL Sir James Willcocks, commanding the Indian Forces in France, is one of those men whose ability belies their birthday. He was born on April 1, 1857, and is the son of a former officer of the old Honourable East India Company, the late Captain W. Willcocks. Educated by private tutors at Easton, Somersetshire, General Willcocks passed into the Army in 1878, and in 1884 became Captain in the Leinster Regiment. His majority was gazetted in 1893. Very early in his military career he saw active service in the East, taking part in the Afghan Campaign of 1879-80, for which he received the Afghan medal. The following year saw him engaged in the Waziri Expedition, and his services in that operation brought him mention in despatches. He next served in the Soudan Campaign of 1885, receiving the medal with clasp and the Bronze Star. His D.S.O. was won in the Burma Expedition of 1886-89; he was again mentioned in despatches, and received the medal with two clasps. Further mention and a clasp were the recognition of his services in the Manipur Expedition of 1891, and, six years later, he won further distinction with the Tochi Field Force. In that little war he was Assistant-Adjutant-General. His honours were now augmented by further mention in despatches, the medal with clasp, and the brevet rank of Lieut.-Colonel, and he acted as temporary Lieut.-Colonel. The following year saw Lieut.-Colonel Willcocks Second in Command of the West African Frontier Force. In the Borgu



COMMANDER OF THE INDIAN TROOPS IN FRANCE AND FLANDERS:  
LIEUT.-GENERAL SIR JAMES WILLCOCKS, K.C.B., K.C.S.I., K.C.M.G., D.S.O.

Photograph by Elliott and Fry.

affair he received another medal with clasp and the special thanks of her Majesty's Government. From 1899 to 1900 he was in command of the West African Frontier Force, and during that period was chief of the Ashanti Expedition, and effected the relief of Kumasi. His brevet of Colonel followed, and he was created a Knight Commander of the Most Distinguished Order of St. Michael and St. George. Sir James Willcocks was now marked out as one of the notable soldiers of our time, and his conduct of the Ashanti operations brought him special honours. He received the freedom of the City of London and a sword of honour, and was mentioned in the King's Speech at the opening of the first Parliament of King Edward VII. In 1902 he joined the Field Force in South Africa, and holds the South African medal and clasp. The same year he returned to India in command of the Nowshera Brigade, a post he held until 1907. He had a further opportunity in the Zakka Khel Expedition of 1908, and, later, took command of a division in India. He was created a Companion of the Bath in 1907, received the Star of India in 1913, and his Knight Commandership of the Bath in 1904. Sir James Willcocks is a man of many interests. He is a hunter of big game and a polo player. He has also found time to write, and his book, "From Cabul to Kumasi," published in 1904, is an interesting record of a stirring career. He was by training and ability the one man for the command of the first Indian troops to serve the British Raj in the West. His appointment has far more than mere military significance, important as that is, for it has given him a secure place in history.





**RUSSIA'S SOLID CONSOLATION FOR THE LOSS OF PRZEMYSL : ONE OF THE AUSTRIAN 24-C.M. MORTARS, CAPTURED THERE, IN MOSCOW.**

The recapture of Przemyśl from the Russians by the Austro-German forces was a feat recalling the proverb about locking the stable door after the horse is stolen. The "horse" in this case was a very substantial one, for, besides 120,000 prisoners, the Russians had captured at Przemyśl a vast quantity of Austrian guns and ammunition. An official Russian statement at the time said : "The total number

of guns captured at Przemyśl was 1010 . . . including 235 fortress-guns and 352 field-guns. Heavy calibre guns were represented by four modern howitzers of 12-inch and eight howitzers of 24 centimetres." Six of these howitzers, or mortars, were taken to Moscow, where they arrived on April 22, to be placed as war trophies in the Kremlin. The photograph shows one of them in a Moscow street.—[Photo. by Saitlieff.]





**FINALLY TAKEN BY HAND-GRENADES AND BAYONETS: THE STORMING OF THE LAST OF THE LORETTE FORTIFICATIONS.**

Both "racket-petards"—a dozen of which each man in the advance storming-parties carried at his waist-belt (the rackets being gripped by the narrow handle)—and "bracelet-grenades" did telling work at the storming of the Notre Dame de Lorette fortifications, north of Ypres, on May 21. Our illustration is from a description by one of the victors given to a French artist. In storming the last German

stronghold one French soldier seized and pinned an officer as the latter emptied his magazine-pistol. Another bombed the driven-out Germans who were clustering thickly near by, rallying beyond the outer sand-bag barrier. A third soldier of the grenade party, by main force, shoved the sand-bags down, whereupon comrades, following in support, dashed over and bayoneted the enemy.





THE MAN WHO DID NOT LIKE THE NOTE TO BERLIN: THE HON. W. J. BRYAN.

Mr. Bryan, U.S. Secretary of State, announcing his resignation to President Wilson said: "Obedient to your sense of duty and actuated by the highest motives, you have prepared for transmission to the German Government a Note in which I cannot join without violating what I deem to be my obligation to my country—namely, the prevention of war." Mr. Bryan has been thrice nominated for the Presidency.—[Lafayette.]



THE MAN WHO SENT THE NOTE TO BERLIN: PRESIDENT WOODROW WILSON.

In accepting Mr. Bryan's resignation, President Wilson acknowledged his services to the State and expressed regret and personal sorrow. "Even now," he said, "we are not separated in the object we seek, but only in the method by which we seek it. . . . We shall continue to work for the same causes even when we do not work in the same way."—[Photo. by Underwood and Underwood.]





PHOTOGRAPHED DURING BATTLE: IN TEMPORARY COVER, WAITING ORDERS TO ATTACK. These are men of a French battalion during the action along the Béthune road to the south of La Targette on May 11 when the French were opening their attack on the German entrenched position round Neuville-Souchez, now taken. They are seen, early in the morning, in a shelter-trench, dug stealthily during the night, awaiting, under shell-fire, the order to go forward.



PHOTOGRAPHED DURING BATTLE: A BREATHING-SPACE AFTER STORMING FOUR TRENCHES. The French soldiers seen in the adjoining illustration are here photographed, on the afternoon of May 11 in the midst of the battle, after having stormed four lines of German trenches. They have scaling-ladders with them for mounting the parapets, and are about to fix bayonets to advance again. They had unfixed bayonets, lest the sunlight glinting on the steel should attract the German batteries.





PHOTOGRAPHED WHILE UNDER FIRE DURING ACTION: FRENCH ATTACKERS AT NEUVILLE-SOUCHEZ HELD UP TILL CARENCY WAS TAKEN.

The battlefield photograph above was taken during the attack on the German fortifications of the Neuville-Souchez position on May 11, incidents of which in an earlier stage of the action are shown on the opposite page. In it linesmen of an advance section of a French battalion are seen temporarily halting after successfully carrying out their part in the attack to nearly the centre of the German position.

They are seen awaiting with fixed bayonets the order to go forward against the centre line of German trenches in their immediate front, but are compelled to hold back for the moment, taking cover in the open as best they can, until the enemy still holding Carency village away to the left flank have been cleared out. That was achieved after hand-to-hand fighting of the most desperate character.





THE SMASHING DEFEAT OF THE TURKS AT SHAIBA BY THE INDIAN ARMY CORPS IN MESOPOTAMIA: AFTER THE VICTORY.

In the words of the India Office supplementary despatch on the victory won at Shaiba, close to Basra, by the Indian Army Corps in Mesopotamia, on April 15, after three days' hard fighting, "the defeat of the Turks was even more complete than we had hoped. Not only have they abandoned motor-cars and gun-ammunition wagons, but independent accounts show their retirement to have been a rout." Photograph No. 1 shows the Turkish camp as abandoned in panic by the enemy. No. 2 shows one of the parties of Turkish prisoners employed under armed escort to bury their own dead. No. 3 shows others of the prisoners collected under the wall of Shaiba fort, immediately after the battle. No. 4 shows two captured Turkish field-guns and prisoners being marched off under sepoy guard.





"THE INDIAN ARMY'S BIGGEST BATTLE": SEPOYS MANNING THE LOOPHOLES OF SHAIBA FORT IN THE THREE-DAYS' ACTION OF APRIL 12-15.

"The battle," writes the sender of the above photograph, "was the biggest the Indian Army has ever been in—our casualties were heavy, but the enemy, who were considerably stronger than we, were completely routed and had over 6000 casualties." The attacking Turkish Army numbered 15,000, and included Regular battalions and a field-artillery battery. After being kept at bay for a time, they were

counter-attacked and driven from their entrenched positions in spite of a defence with heavy rifle and machine-gun fire, described in the first India Office despatch as "a most determined resistance." They were finally driven out "at the point of the bayonet by a charge of the whole line," and fled in headlong confusion, harried by the local Arab tribesmen, who turned against them.





LIEUT. VISCOUNT HAWARDEN.



CAPT. HON. A. ANNESLEY.



CAPT. HON. G. E. H. MACDONALD.



LIEUT. HON. COLWYN E. A. PHILIPPS.



MAJ. HON. I. DE H. HAMILTON.



CAPT. HON. E. E. M. J. UPTON.



CAPT. LORD GUERNSEY.



LIEUT. VISCOUNT NORTHLAND.



2ND LIEUT. HON. H. R. HARDINGE.



CAPT. HON. D. A. KINNAID.

#### THE PEERAGE AND THE FIELD OF HONOUR: PEERS AND PEERS' HEIRS WHO HAVE FALLEN IN ACTION

Lieut. Viscount Hawarden was seventh holder of the title. Capt. the Hon. Arthur Annesley was heir to the eleventh Viscount Valentia. Lieut. the Hon. G. E. H. Macdonald was the eldest son of Lord Macdonald. Lieut. the Hon. Colwyn E. A. Philipps was the eldest son of Lord St. Davids. Major the Hon. I. de H. Hamilton was brother and heir to Baron Hamilton of Dalzell. Capt. the Hon. A. E. S. Mulholland was the

eldest son of Lord Dunleath. Capt. the Hon. A. E. B. O'Neill was the eldest son of the second Baron O'Neill. Capt. the Hon. R. G. G. Morgan-Grenville was the Master of Kinloss and heir to the Barony. Lieut. Lord Worsley was the eldest son of the Earl of Yarborough. Capt. the Hon. H. Lyndhurst Bruce was the eldest son of Lord Aberdare. Capt. the Hon. Eric E. M. J. Upton was the elder son of Viscount Templetown. Capt.

AGAINST

Lord Gu  
of the  
Capt. the  
Compton





CAPT. HON. A.E.S. MULHOLLAND.



CAPT. HON. A.E.B. O'NEILL.



CAPT. HON. R.G.G. MORGAN-GRENVILLE.



LIEUT. LORD WORSLEY.



CAPT. HON. H.L. BRUCE.



LIEUT. LORD SPENCER COMPTON.



CAPT. LORD BRABOURNE.



CAPT. LORD DE FREYNE.



CAPT. HON. J.N. BIGGE.



CAPT. HON. R. BRUCE.

AGAINST THE ENEMY WHILE FIGHTING IN THE GREAT WAR FOR THE FREEDOM OF EUROPE.

Lord Guernsey was the son of the eighth Earl of Aylesford. Lieut. Viscount Northland was the eldest son of the Earl of Ranfurly. 2nd Lieut. the Hon. H. R. Hardinge was the elder son of Viscount Hardinge. Capt. the Hon. D. A. Kinnaird, Master of Kinnaird, was the eldest son of Lord Kinnaird. Lieut. Lord Spencer Compton was the brother of the Marquess of Northampton. Capt. Lord Brabourne was the third Baron.

Capt. Lord de Freyne was in the South Wales Borderers. Capt. the Hon. J. N. Bigge was the son of Lord Stamfordham, and was an A.D.C. Capt. the Hon. Robert Bruce was the eldest son of the sixth Baron Balfour of Burleigh.—[Photos. by Lafayette, Elliott and Fry, Langfrier, Speaight, C.N., Swaine, Sport and General, Downey, and Vandyk.]





**SHELLING A SUSPECTED ENEMY POSITION: A "BURST." IN A GALICIAN FOREST.**

This interesting shell-fire photograph of a shell bursting in forest country over trenches suspected to be occupied by an enemy, is from the Galician theatre of war. It is from a German paper, and shows the employment of a black-powder shell (with time-fuse) which gives off a dense cloud of white smoke on exploding, and is of help in range-testing owing to its visibility from afar.



**SEARCHING FOR HIDDEN TROOPS WITH COMMON SHELL: A BURST WITH BLACK POWDER.**

In some sections of the battle-front in Northern France, in wooded districts where the trees may conceal lurking troops, the Germans at times use common shell with bursting-charges of ordinary black powder, firing more or less at random in order to search out the woodland recesses. Shrapnel, with no definite target, would be wasted, and it would be waste to use high-explosive shells.—[Photo. by Alfieri.]





"WINDOW-DRESSING" TO HOODWINK NEUTRALS: A GERMAN COMMISSARIAT PHOTOGRAPH FROM THE POLISH FRONTIER, SENT THROUGH DENMARK.

This is a photograph taken in Poland, at one of the German camps, by way of "window-dressing," as an object-lesson for the benefit of neutrals to make people believe that the isolation of Germany on land, and the British blockade by sea, are causing the German Army no shortage of supplies. An assortment of samples does not, it may be fairly commented, prove anything. Any commissariat store could

produce a similar collection. It is the old folk and women and children whom the German Government compel to go without—all food stores have been commandeered for army use only. Also the fact is sufficiently on record that our men, as well as the French and Russians, have taken prisoners not a few starving German soldiers and deserters.—[Photo. by St. Stephen's Bureau.]





**GERMANY "FUNNY": RUINS OF ANCIENT ROME AS PROOF OF GERMAN INIQUITY!**

This is from a German paper, and far-fetched, if not absurd, as the underlying idea may be, it is palpably the result of an accusing conscience on the part of the destroyers of Louvain, Ypres, and Rheims. "Photographers," says the letterpress, "have been taking views among the ruins of the Roman Forum, and these are already on sale to serve as a demonstration of German vandalism!"



**GERMANY "FUNNY": ITALY NOT TO BE RESCUED FROM HER BURNING HOUSE!**

According to this German political cartoon, some people in Germany apparently still think that Italian opinion is not yet fixed as to the carrying on of the war. Signor Giolitti, the Germanophil ex-Premier, is represented as a fireman trying to rescue Italy from her blazing house, set on fire by "The Incendiary Sonnino." The Italian Prime Minister is represented as shouting: "Carry her back at once!"





GERMANY "FUNNY": A NAVAL "BATTLE" WHICH DID NOT TAKE PLACE.

Some weeks ago circumstantial stories came from Norway of a naval battle at night off Bergen. The Admiralty categorically denied the presence of any British ships. This German cartoon shows a British Admiral saying to other British: "We might have fired on you, as you on us. We flew the German flag but you might have recognised us as British when we ran away."



GERMANY "FUNNY": A "SOUVENIR" OF MR. WINSTON CHURCHILL AS FIRST LORD.

This is how a German cartoonist in a comic paper has caricatured the late First Lord of the Admiralty, Mr. Winston Churchill, in a highly coloured drawing just published, called "A Souvenir." It will certainly be curious and interesting to see what the German draughtsman does next time—what he makes of Mr. Churchill's successor, Mr. Balfour, as a subject of his intended satire.





FIGHTERS FOR THE FREEDOM OF EUROPE: XI.—NON-COMMISSIONED OFFICERS OF THE ARMY CYCLISTS' CORPS TRAINING CENTRE.

The photograph inset on the left shows a "casualty" and how he fell safely—thanks to special training. The second inset shows a wounded man carried on two cycles, a couple of rifles placed across the machines forming an improvised stretcher. In the group (from left to right) are: (Back Row) Cpl. French, Sgt. Hodgson, Cpl. Lofthouse, L-Cpl. Whitcombe, L-Cpl. Nelson, Cpl. Woodley, L-Cpl. Lowry, Cpl. Hawkins, L-Cpl. Greenfield, L-Cpl. Knight, L-Sgt. Smith, Sgt. Buckingham, Sgt. Turner, Cpl. Smith, Sgt. Clarke, Cpl. Bird; (Third Row): Sgt. Hinchcliffe, C.S.M. Croucher, C.Q.M.S. Brownbridge, L-Cpl.

Bugden, Cpl. Day, L-Sgt. Sales, L-Sgt. Davey, Cpl. Pain, Cpl. Grainger, Cpl. McIvor, Cpl. Braithwaite, Cpl. Adland, C.Q.M.S. Hackett, Sgt. Lacey, C.S.M. Dunham; (Second Row): Cpl. Ross, C.Q.M.S. Bell, L-Cpl. Johnson, Cpl. Hudson, L-Sgt. Freeke, Sgt.-Major G. Tomkins, Q.M.Sgt. Cummings, Cpl. Sweeney, Sgt. Hitchcock, Cpl. Barlow, L-Sgt. Waghorn, L-Sgt. Shaw, Cpl. Riebold; (Front Row): Cpl. Perks, Sgt. Silence, Cpl. Cocks, L-Sgt. Hughes, Sgt. Langston, C.S.M. Heath, L-Sgt. Newsome, Cpl. Lockett, Cpl. Barnes, L-Cpl. Lamb, Sgt. Bulpin, Sgt. Mackenzie.—[Photo. by Bassano.]





FIGHTERS FOR THE FREEDOM OF EUROPE: XI.—OFFICERS OF THE ARMY CYCLISTS' CORPS' TRAINING CENTRE.

These are officers at the Army Cyclists' Corps' Training Centre, the headquarters and record office of which is at Hounslow. In the Back Row, standing, those seen are, reading from left to right: 2nd Lieut. E. S. Armstrong, 2nd Lieut. J. W. Sewill, 2nd Lieut. G. Besant, 2nd Lieut. E. J. O'Connor, 2nd Lieut. E. D. S. Caswell, 2nd Lieut. R. H. Hawkins. The officers seen seated in the Front Row are, again, reading from left to right: Lieut. and Quartermaster C. H. Adams, Lieut. G. H. Harris, Capt. G. C. Darwell, Major A. J. D. Hay (the Commandant of the Training Centre), Capt. W. Prevost, Lieut. H. R.

Wakfield, 2nd Lieut. D. L. Ireland. The Army Cyclist Corps' officers are drawn from practically all the infantry regiments of the Special Reserve and Territorials, as well as from the O.T.C. and Service battalions of the New Army, English, Scottish, Welsh, and Irish corps being represented. These are Territorial regiments with cyclist battalions: The Royal Scots, Norfolk Regt., Devonshire Regt., East Yorkshire Regt., Suffolk Regt., Royal Sussex, Hampshire Regt., Welsh, Essex Regt., County of London Regt., London Regt., Herefordshires.—[Photo. by Bassano.]





FIGHTERS FOR THE FREEDOM OF EUROPE: XI.—ARMY CYCLIST CORPS' OFFICERS AT INFANTRY-ATTACK DRILL—AND A "CASUALTY."

Some of the Army Cyclist Corps' officers in training for field service with cyclist battalions of the Territorials and Reserves are seen here at infantry-attack drill in Richmond Park. Many of the Territorial infantry regiments have cyclist battalions, and an appreciable number of such units are named in the "Army List," each with complete battalion staff and officer *cadres*. Their tactical value as mobile

infantry and their active utility as scouting corps, either with cavalry or independently, have been proved at the front. Cyclist companies, also, are attached to certain Territorial cavalry corps, and the Royal Engineer Special Reserve has its own Motor-Cyclist section. Several of these cyclist battalions were in existence before the war as part of Territorial regiments.—[Photo. by S. and G.]





**OBVIOUSLY PLEASED WITH THE SHELL PROGRESS: MR. LLOYD GEORGE, MINISTER OF MUNITIONS, ACKNOWLEDGING HIS GREAT RECEPTION AT BRISTOL.**

The Minister of Munitions made another big speech at Bristol on Saturday, in his campaign of oratory on behalf of a patriotic devotion to the duty of producing shells and more shells until the enemy is under our feet. The response to his appeal was magnificent, and his assertion that "The engineers of Britain, employers and workmen, can win this war" was received with a salvo of cheers. Another

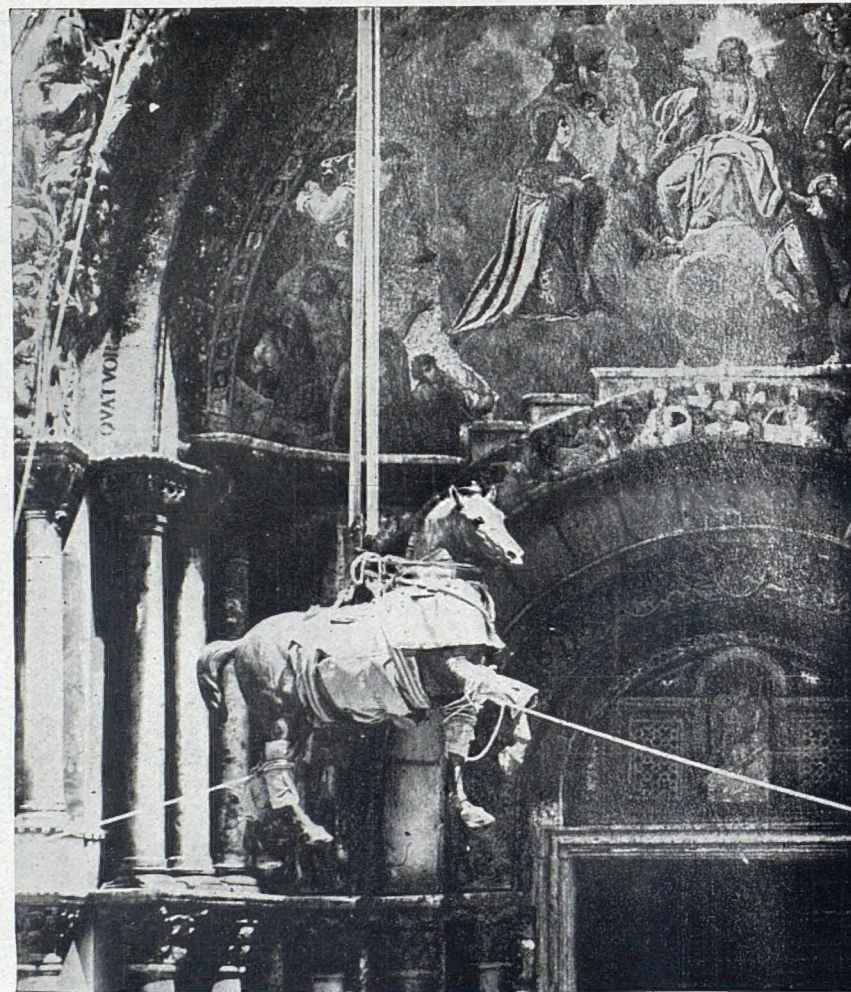
phrase which went right home was: "Our country being right, our country deserves to win, and we will do our best to win the victory." And when the hour comes, said Mr. Lloyd George, "The engineers will know with a thrill that the workshops of Britain have won a lasting triumph for the righteousness that exalteth a nation."—[Photo, by Newspaper Illustrations.]





**NOW REMOVED FOR SAFETY: THE FOUR HORSES OF ST. MARK'S, VENICE.**

The famous Four Horses in gilded bronze, which are amongst the finest ancient bronzes in the world, and form a unique quadriga over the principal portal of the Cathedral of St. Mark's, Venice, have been removed as a precaution against possible bombardment from the air. They were originally brought to Venice in 1204, and in earlier centuries probably adorned the arches of Nero and of Trajan. In 1797



**SAVING IT FROM AUSTRIAN AIR-ATTACK: REMOVING ONE OF THE HORSES.**

Napoleon carried them to Paris, where they crowned the triumphal arch in the Place du Carrousel; in 1815 they were restored to their former position. The first photograph shows the magnificent portal of St. Mark's, with the historic horses in their places, and the fine mosaic of "The Last Judgment"; the second, one of the horses being removed.—[Photos. by Newspaper Illustrations and McLeish.]